

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Group**  
**May 1, 2007**  
**HISTORY RECORD**

**FAA Control # 07-01-275**

**Subject:** Radar Required for Missed Approach

**Background/Discussion:** Attached is a copy of the NACO Chart for the Wilmington Int'l, NC (KILM) ILS RWY 35. The large procedural data note states, "RADAR or ADF REQUIRED." With a casual reading, based on the typical meaning of such notes, many pilots would conclude that either radar or ADF is required for procedure entry. In fact, either ADF or radar is required for the missed approach procedure. Thus, the aircraft without ADF equipment has to "bet on the come" so to speak, that ATC radar vector services will be available in the future event of a missed approach.

The group must carefully consider whether we want to accept radar-required missed approach procedures. This appears to be a recent shift in FAA policy. NBAA is of the impression that Part 121 flights, for example, cannot be dispatched to use a procedure that provides only radar vectors for the missed approach. NBAA requests that the FAA be prepared to confirm or refute this understanding at the meeting for the benefit of the group.

**Recommendations:** Historically, an IAP such as the example attached, would simply state "ADF Required." NBAA urges the group to recommend the FAA return to that more conservative, navaid-based policy.

**Comments:** NBAA is uncertain where this policy changed is authorized.

**Submitted by:** Steve Bergner

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**Date:** April 5, 2007

WILMINGTON, NORTH CAROLINA

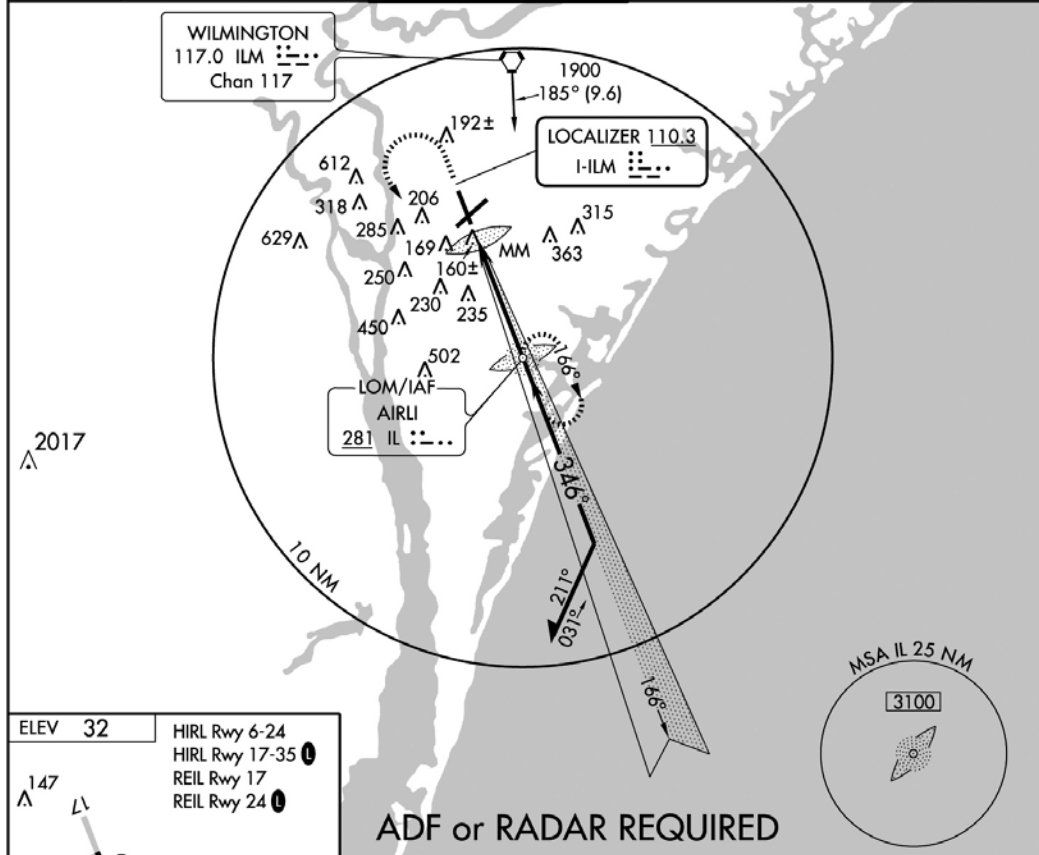
AL-459 (FAA)

LOC I-ILM <b>110.3</b>	APP CRS <b>346°</b>	Rwy Idg 7004
	TDZE <b>30</b>	
	Apt Elev <b>32</b>	

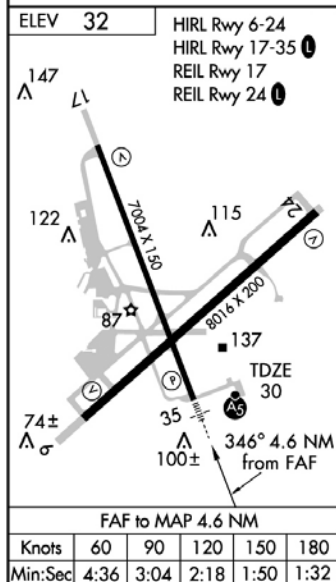
# ILS RWY 35 WILMINGTON INTL (ILM)

ASR	MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct IL LOM and hold.			
ATIS <b>121.1</b>	WILMINGTON APP CON★ <b>135.75 346.35</b>	WILMINGTON TOWER★ <b>119.9 (CTAF) 0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.9 348.6</b>	UNICOM <b>122.95</b>

SE-2, 15 MAR 2007 to 12 APR 2007



SE-2, 15 MAR 2007 to 12 APR 2007



ADF or RADAR REQUIRED		600 1800 IL 281	
LOM 1476 166° 1800 346° 1700		Remain within 10 NM	
MM 0.6 4 NM		GS 2.80° TCH 58	
CATEGORY	A	B	C
S-ILS 35	230/24 200 (200-½)		
S-LOC 35	420/24 390 (400-½)		
CIRCLING	540-1 508 (600-1)	540-1½ 508 (600-1½)	640-2 608 (700-2)

WILMINGTON, NORTH CAROLINA  
Amdt 20C 06327

34°16'N-77°54'W

# WILMINGTON INTL (ILM) ILS RWY 35

**Initial Discussion Meeting 07-01:** New Issue presented by Rich Boll, NBAA regarding the procedural data note “RADAR or ADF REQUIRED” on the Wilmington, NC (KILM) ILS RWY 35 approach. NBAA is concerned that many pilots will conclude that either radar or ADF is required for procedure entry. In fact, either ADF or radar is required for the missed approach procedure. Thus, the aircraft without ADF equipment has to “bet on the come” so to speak, that ATC radar vector services will be available in the future event of a missed approach. This appears to be a recent shift in FAA policy as NBAA is of the impression that Part 121 flights, for example, cannot be dispatched to use a procedure that provides only radar vectors for the missed approach. NBAA requests that the FAA be prepared to confirm or refute this understanding at the meeting for the benefit of the group. Historically, an IAP such as the example attached, would simply state “ADF Required.” NBAA urges the group to recommend the FAA return to that more conservative, NAVAID-based policy. Tom Schneider, AFS-420, responded that the plan view note on the approach in question is not in accordance with current guidance in Order 8260.19. There is a terminal route from the en route structure to the IAF. However, the LOM is required for procedure entry and the course reversal maneuver, therefore, a planview note “ADF REQUIRED” is required under Order 8260.19, paragraph 855h(1). ADF or radar is also required for the missed approach; therefore a second equipment note “ADF or RADAR REQUIRED” is required for the briefing strip under paragraph 855h(2). A “RADAR REQUIRED” note in the plan view is only required when radar is the only method for procedure entry from the en route environment under paragraph 855g(2). Brad Rush, AJW-321, took the IOU to amend the procedure.

**ACTION:** AJW-321.

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**MEETING 07-02:** Brad Rush, AJW-321, briefed that a P-NOTAM amending the “ADF or RADAR REQUIRED” note on the Wilmington, NC ILS RWY 35 IAP has been issued. He recommended the issue be closed. Rich Boll, NBAA, concurred. [Item Closed](#).

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